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FLIGHT LINES

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FEDERAL AVIATION AGENCY
CENTRAL REGION
4825 Troost Avenue
Kansas City 10, Missouri

LET'S "SPRUCE UP"

How long has it been since you took a critical look at your facility, equipment room, shop or office through the eyes of a first-time visitor? Isn't it time you did?

I know we are all busy with our day-to-day work, and having successfully met those demands, are prone to feel that, after all, that is what we are paid to do, and that the surroundings in which we work are not only familiar but secondary. In many cases, enlargement or relocation of our working quarters is planned, or actually programmed at some future date, and this aggravates our tendency to let our present quarters run down in anticipation of that happy day when a major up-grading becomes a reality.

The casual visitor, who is usually our employer - the taxpayer - does not know this. No matter how good service we give him, he forms his impressions in part on the overall appearance of the surroundings. Are they clean, uncluttered, well-organized in appearance and business-like, or are they unkempt, disorderly or haphazard, with a general background of lunch buckets, unwashed coffee cups, improvised signs, file binders, etc.?

Whatever the limitations of our quarters, there is no excuse for uncleanliness. Over and above this, a few hours of "good housekeeping" based on a critical look at your surroundings, a storage cabinet, use of a bulletin board instead of a wall - or even a new coat of paint - will pay off handsomely in job satisfaction and public impressions. Do you want to be regarded as "just another public servant," or do you want to take pride in the fact that YOU work for the FAA?

Let's make 1963 a clean-up year. Size up your janitor service. Look at what has "grown up" around you and make the needed housekeeping improvements. Perhaps, in the larger groups, appointment of two or more employees to a "Building and Grounds Committee" will help in taking a fresh look at what we have, in deciding what can and should be done, and in keeping it that way when done. If you need Regional Office help, let us know through your usual channels and we will do our best, but don't overlook the improvements that can be made now, within your present resources, while awaiting longer-range actions.

I hope to see you in 1963 in the best looking facilities the FAA has ever had. LET'S DO IT NOW!

A handwritten signature in dark ink, appearing to read "J. M. Benda", is located at the bottom right of the page.

Automatic Data Equipment Operational

Getting payroll checks to employees on time is a first priority project. The record in the Central Region over the past several years has been exceptionally good. With few exceptions, payroll checks are always forwarded for delivery to employees on schedule. Accomplishing this involves a huge clerical process of which most employees are not aware.

Although the Payroll Branch of the Accounting Division is responsible for preparation of the payroll, they must rely on employees outside of the Branch to furnish information which will serve as the authorization for changes in the pay rate. The employee himself may authorize a change such as a savings bond deduction. The Personnel and Training Division may authorize a change through a Notification of Personnel Action. These are only a few examples of documents which authorize changes in the payroll check.

The time and attendance report form is the basic document in the payroll process. Employees throughout the Region have been designated as time and attendance clerks with the responsibility for maintaining time and attendance reports. They are one of many persons with a responsibility in the procedure which ultimately results in the receipt of the payroll check. If payroll checks are to be delivered on time, each person involved in the process must do his part. With 6700 employees dispersed throughout a twelve-state area, this means that time and attendance reports must be submitted on time if checks are to be received on schedule.

Employees of the Agency, however, are not the only individuals who have a responsibility. Once their work has been completed, the payroll is then scheduled to the local

Disbursing Office of the Treasury Department. The Disbursing Office, working from the documents furnished by the Accounting Division, issues payroll Checks. The checks when completed are returned to the Central Region employee who is the Designated Agent of the Treasury Department with the responsibility for receiving and distributing checks to employees. Again, however, the Designated Agent must rely on others if checks are to reach employees on pay day. Each of the Divisions has a Designated Representative and alternate who are the only individuals authorized to receive payroll checks from the Designated Agent. After picking up checks, they return to their division and are assisted by other employees in sorting checks into units for mailing to employees.

If everyone with responsibility in the payroll process has performed their duties on a timely basis, payroll checks will be received on time. A breakdown in any one of the many steps involved, however, can mean that checks will be delayed.

To insure that this will not happen, a continuing review is made of established procedures and necessary changes made.



Accounting Division and Data Processing Branch employees discuss plans.

(l to r) Mildred Davis, Bob Durlington, Marvin Jurgens, Yvonne Johnston, W. A. Wagner, and Frank Dvorak.

By now, every Central Region employee has had in his hand one of the products resulting from the lengthy and tedious process



Helen Boyle (l) and Beverly Davis at key punch and verifier machines.

of planning, training, and coordinating a major innovation in FAA. The first paychecks resulting from payroll preparation solely by means of data processing equipment were delivered, on time, January 3, 1963. Here is the story behind this new way of doing payroll.

It really began in mid-1961 when the Region was getting new office space. A specially - designed room was planned in the new McCray building to cope with the noise, heat output, and heavy electrical power requirements of the machines which would be along the next year.

In January, 1962, the Region was asked to cost out the requirements to establish an "in-house" capability for administrative data processing sufficient in scope to absorb work then being done on a contract basis, and convert the manual payroll method to one using IBM equipment. This done, equipment orders were placed in May for July, 1962, delivery. The Administrative Ser-



Marvin H. Jurgens checks a collator.



Meda Bean loads the sorting machine.

vices Division proceeded to select the small initial staff to establish the Data Processing Branch of the Division which will eventually serve all of the administrative data processing needs of the Region.

Marvin H. Jurgens was selected from the Veterans Administration in Des Moines, Iowa to head up the Branch, with Bob Durlington from the Kansas City Weather Bureau, as his Assistant, who would do the system and machine planning job. The operating staff consisted of James D. Johnson, Meda Bean, Beverly Davis, and Helen Boyle, coming from Weather Bureau, Skelly Oil Company and Corps of Engineers.

Throughout the rest of 1962, working in close support and in coordination with G. G. Garrett, W. A. Wagner, Frank Dvorak, Mildred Davis, and Yvonne Johnston, of the Accounting Division, the system requirements were established; training received in the Southwest Region, and conversion schedules laid out.



Bob Durlington (l) and James Johnson inspect accounting machine output.

The Treasury Department Disbursing Office in Kansas City is responsible not only for issuing FAA payroll checks but for issuing all government checks--social security, Internal Revenue Service tax refunds, to name only a few, for the Agencies it services. The number of checks issued by the Disbursing Office ranges from a low of 2,500,000 per month to 7,000,000 per month. The Federal Aviation Agency enjoys an excellent working relationship with L. W. Looker, Treasury Department Regional Disbursing Officer, and his staff. Due to their excellent service and cooperation, payroll checks are issued on schedule. The shift from a manual to a mechanized payroll system was no exception. The Disbursing Office delivered the first payroll checks processed under the new system on time.



Shirlee Miller (l) the FAA employee who acts as the Designated Agent of the Treasury Department, in handling payroll checks, sorts a group for Air Traffic Division employees. Dorothy Dahms works with her.

This was on Tuesday before the Thursday payday. To get the checks into the mail so that they could be delivered to employees throughout the Region on Thursday meant that division designated representatives and their assistants had to drop everything and devote their time and attention to this task. Girls from Air Traffic, Systems Maintenance Installation and Materiel, Flight Standards and Airports picked up their segment of payroll checks from the Designated Agent,



Linda Bolin (r) Accounting Division and Betty Kates verify payroll checks received against Treasury Department Disbursing Office lists.



Air Traffic Division employees prepare checks for mailing. (l to r) Dorothy Dahms, Doris McCubbin, Loreta Garber.

Mrs. Shirlee Miller, in the Accounting Division as soon as possible after delivery from the Disbursing Office. The girls who are responsible for delivery of payroll checks stay at work until the last check has been



Betty Kates (center) Systems Maintenance Division sorts payroll checks for mailing. She is assisted by Ann Gardner (l) and Angelyn Honan.

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Two Veteran Employees Retire

Two employees at Regional headquarters were presented Certificates of Retirement recently by J. M. Beardslee, Assistant Administrator. Pictured below with Beardslee are T. V. Burr (l) Chief, Property Operations Section, Installation and Materiel Division, and Leon C. Wright, Chief, Supply Unit, Administrative Services Division.

Burr retired November 16, 1962, after completing twenty years of government service. A native Missourian, Burr began his service in February, 1942, as an Associate Industrial Analyst with the War Production Board in Washington, D. C. Military service then interrupted

his career, but in December, 1947, he entered on duty with the CAA, Fifth Region, in Kansas City as Warehouse Manager, Property Management Division, Office of Business Administration, moving through the several reorganizations until his retirement.

Both Burr and Wright were feted by their co-workers at the time of their retirement at separate luncheons in their honor and presented with appropriate gifts.



Wright retired January 3, 1963, after more than twenty-three years of federal service to his credit. With three and a half years of military duty behind him, Wright joined the CAA July 15, 1948, as a guard at the Warehouse located at 834 Richards Road, Kansas City. Later, as a store-

keeper, he assisted in the several moves of the Warehouse. For five years he was in charge of the Central Maintenance Stock at the Warehouse. In May, 1958, he transferred to the Aeronautical Center. He returned to Kansas City in November, 1959, to head the Supply Unit at Regional Headquarters, a position he held until he retired.

Public Affairs Officer Feted



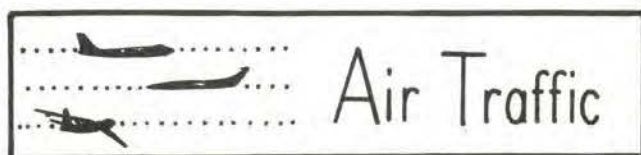
Public Affairs. In his new position, he will

Marshall C. Benedict, Regional Public Affairs Officer, was feted recently at a dinner in his honor at the Hotel Bellerive. Benedict has been transferred to Washington as Chief of the newly formed Employee Information Division of the Office of

be responsible for a program designed to keep employees informed on Agency policies and activities.

The Assistant Administrator highlighted Benedict's career in the FAA before presenting him with two gifts from associates during his tenure here.

Benedict, who has been with the FAA four years, formerly served in a similar position with United Airlines in Los Angeles. An active pilot holding a commercial license and instrument rating, he was active in local civic and aviation affairs.



Assistant Administrator Visits Field Facilities

A number of ATS facilities in Indiana and Illinois were visited recently by Mr. Beardslee and other management officials from the Regional Office. The Assistant Administrator was accompanied by George Ireland, Alan Glass, George Kriske, Gerry Garrett, Nelson Barritt, and Paul McDonnell, FIDO MSP. George Ireland and McDonnell were the flight crew piloting a FIDO DC-3 aircraft.

Visits were made to Vandalia FSS, Evansville CS/T, Terre Haute Tower and FSS, Indianapolis Center, Ft. Wayne Tower and FSS, South Bend Tower and FSS, Lafayette FSS, Champaign CS/T, and Springfield (Ill.) CS/T.

The trip made it possible to meet and visit with more than the usual number of personnel at each of the local facilities. Likewise, it afforded Mr. Beardslee and some other members of the group their first opportunity to visit a number of the above listed facilities.

Present plans call for similar trips to be scheduled to visit other groups of FAA facilities and associated offices in different geographic areas in the Central Region during the forthcoming months, with a tentative schedule calling for one such trip every other month. On an overall basis, this would permit visits to the facilities located in each of the twelve states in the Region over an approximate two year period.

NOTIP SAGE Sector Chief Selections Announced

Selection of the Chiefs for each of the three SAGE Sectors at Great Falls, Minot, and Grand Forks have been completed, as

in fact, have those for the Assistant Chief, Facility Officer, and Watch Supervisor positions.

Clay Hedges, Charles (Chuck) Irwin, and Leigh Reynolds are the Chiefs at GTF, MOT, and GFK, respectively. Hedges was the former Chief at the Detroit ARTC Center; Chuck Irwin was the Air Traffic Area Supervisor at Indianapolis, having been a Facility Officer at the Indianapolis ARTC Center prior to that assignment; and Leigh Reynolds was the Chief at the New York ARTC Center.

These individuals will start their initial formal training for SAGE, beginning in February at the Air Force Training Center at Keesler AFB, Biloxi, Mississippi. Then they will report to their respective SAGE Sectors to start developing the multitude of operational agreements, procedures, OJT training programs for journeymen controllers and assistant controllers, and others required for establishing an operational facility by next October. Facility Officers and Watch Supervisors will undergo similar training at Biloxi, as will the Assistant Chiefs, who are personnel with an Electronics Engineering background, in accordance with the Washington criteria for staffing these NOTIP facilities.



I. W. Olson (l) Chief, Russell FSS, presents Outstanding Performance Rating and SSP Certificate and check to Maynard M. Steitz and Howard G. Losey.

Field Familiarization Flying Program

The ATS Field Familiarization Flying Program will continue during the remaining two quarters of FY 1963. In December, it looked like an impending critical shortage of Rental Aircraft funds after the close of the Second Quarter would necessitate suspension of this program at all field facilities during the third and fourth quarters. However, due to the efforts of the Budget Division, additional funds were made available by reprogramming from other sources thus providing the Aircraft Management Branch with enough money to refinance the Rental Aircraft requirements for all Divisions for the balance of this Fiscal Year.

The increased allocation of funds was particularly welcome since it permitted inclusion of Montana facilities in the field program for the remainder of FY 1963. Prior to receipt of the approved fiscal programs for FY 1963 in November, extension of the Field Familiarization Flying Program to Montana facilities was not possible since budget requests submitted early last year had not included these facilities as they were under the jurisdiction of the Western Region.

All ATS facilities will receive detailed information on their Rental Aircraft allocation of funds for use during the Third Quarter in a Division Notice which is being printed for distribution at this time.

Montana ATS Facility Chiefs Visit Regional Office

All Chiefs of Montana ATS facilities have been scheduled to visit the Regional Office for familiarization and meetings with the Air Traffic Division staff during January and February.

During the period January 21-24, Chiefs of the Great Falls Tower and RAPCON, plus the Missoula and Helena Tower were in the Regional Office (Tom Lane, Billings Tower

Chief, did not accompany this group due to a recent death in his family). K. Harris Bouman, Great Falls Center Chief, also visited Kansas City during this same period.

The Montana FSS Chiefs will be in the Regional Office February 12-14, together with the recently appointed Chiefs at the Grand Island, Traverse City, Scottsbluff, Jamestown, and Manhattan FSS's.

This will give the Division staff an opportunity to meet and get better acquainted with this group and at the same time allow them to meet the various people with whom they are dealing through correspondence and other communications channels on a day-by-day basis. A better understanding and appreciation of the other fellow's problems can be achieved after face to face discussions.



Pictured above from left to right is E. T. Kierski, Area Coordinator of Minneapolis, presenting certificates of outstanding performance to Clifford J. Waterman, Dwain A. Rostamo, Mrs. Barbara L. Anderson and Walden A. Danielson of the Minneapolis Airport Traffic Control Tower. All of the above personnel received an "Outstanding" citation for superior performance throughout 1961. Not shown is Mr. Orin K. Haggblom who also received an outstanding performance certificate but was not available at the time of the presentation.

Hospital News

The latest report on Max Bloomer, Indianapolis Tower Chief, who underwent brain surgery on November 21 for removal of a tumor, indicates he is making favorable

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Allison Gets Type Certificate on New Turboshaft Engine



(l to r) Mr. Beardslee; B. T. McWilliams, Allison Light Observation Helicopter development project officer; Dimitrius Gerdan, Manager, Allison Aircraft Engine Operations; Raymond A. Bittner,

Aeronautical Systems Division, Wright-Patterson Air Force Base; Harold H. Dice, Vice-President of General Motors and Allison General Manager.

The 250-horsepower Allison T63 turboshaft engine was formally accepted recently as an approved powerplant for both military and commercial helicopters during ceremonies at the Allison Division of General Motors in Indianapolis.

FAA Type certificate number E4CE was presented by Mr. Beardslee to Harold H. Dice, vice-president of General Motors and Allison General Manager.

Under development since 1958, the lightweight T63-A-5 which weighs approximately 136 pounds is scheduled to be the power plant for Light Observation Helicopters to be purchased by the Army from one of three

airframe companies now engaged in prototype competition. Military approval on the official 150-hour qualification test came from Raymond A. Bittner, Deputy Chief of the Air-Breathing Engine Division, Air Force Systems Division, Wright-Patterson AFB, Ohio.

Also on hand for the presentation was George C. Prill, Washington, Director of Flight Standards Service. Accompanying Mr. Beardslee from the Central Region was George W. Ireland, Chief, Flight Standards Division, Walter J. O'Toole, Chief Engineer and Frank M. Bondor, Chief, Propulsion Section.



Samuel D. Morgan, Communication Aids Section Chief (l) receives a suggestion award from Donald Barnes, Chief, SMS 69, Rapid City.



George Benzon looks on as Mr. Newman makes the presentation to Mary C. Sullivan, Appropriations Accounting Clerk. Wm. E. Mumper (left) Electronic Specialist; and Harold Poggemeyer, Budget Analyst, are shown with their awards.



John D. Mitchell (l) Chief, SMDO 13, presents a SSP Award certificate and check to Robert B. Fuller, ET, SMS 84.



Lincoln SMS employees were recognized by their supervisor, A. M. Christiansen (l) for contributions to improve Agency operations. E. J. Hynek, EMER, received an Outstanding Performance Rating and SSP Award; A. L. Wilson, EMT, an award for a Suggestion. Don W. Lowrey, Chief, SMDO, also participated in the presentation ceremony.



Robert C. Bannister, Chief, SMS, Des Moines (l) presented awards to Vernon M. Harris, Radar SEMT (Outstanding Performance) and D. P. Minnich, EMT (Suggestion). Don W. Lowrey, Chief, SMDO, Omaha, and all Des Moines SMS personnel were in attendance.



Alfred D. Fisher, SEIT (r) receives an Outstanding Performance Rating and SSP Certificate and cash award from E. R. Michelson, Area Coordinator, Milwaukee.



Owen D. Williams, EIT, Establishment Branch, received his certificate and award check for an adopted suggestion while attending the FAA Academy, Oklahoma City. C. W. Mueller (l) Chief, AFT Division, made the presentation.



Robert E. Osborn (l) Chief, SMS 81, Sidney, and Walter E. Burgin, ATCS, FSS Sidney (r) were presented with awards for outstanding performance by J. A. Heid, Chief, SMDO 3.



George Benzon presents Suggestion awards to Edith I. Meyers and Harlin H. Pryor as their supervisors F. E. Maxey (l) and Bob Ford (r) look on.

Herbert L. Weiske, EMT, Cedar Rapids (center) was presented certificates for Outstanding and Sustained Superior Performance together with a check by Don W. Lowrey, Chief, SMDO, Omaha, and R. D. Kothenbeutel, Chief, SMS, Cedar Rapids.



New Exhibit Tells Story of FAA

A new exhibit available for display throughout the region is shown in final stages of construction. Depicting the Air Traffic Control story on one, the other side portrays various aspects of the agency's work.



A new display produced by the Washington Office of Public Affairs is now available for showing throughout the Central Region. A large exhibit, primarily designed as a "walk-around"; the unit portrays the story of FAA's Air Traffic Control on one side. The other side illustrates various aspects of the Agency's work: growth of civil aviation, certification of aircraft, airports, general aviation, overseas assistance groups and research.

In the "island" form, the exhibit requires a space 30 feet wide and 15 feet deep, preferably in the middle of a room or hallway. If such an area is not available, the display may be set against a wall showing only the Air Traffic story which needs a maximum of 20 linear feet or a minimum of 15 feet (if the end panels are swung out from the wall). In this configuration the depth varies from 5 to 7 feet.

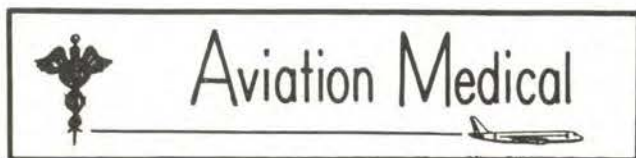
Facility Chiefs, Area Coordinators or other FAA personnel who become aware of a specific public event at which the exhibit may be appropriately shown are asked to contact the Regional Public Affairs Office to effect coordination for shipment and erection of the display. All costs are chargeable to the Regional Public Affairs Office.

Between specific events it is hoped that the exhibit will be kept on display at various FAA facilities and airport terminal lobbies.

Mercy Flight Made by FAA Pilots

A Central Region flight inspection crew, Frontier Airlines station agents and the local FSS communicators teamed up to get a desperately ill twelve-year old boy from North Platte, Nebraska, to a Denver, Colorado, hospital 275 miles away on January 5, 1963. The physician and the boy's parents had been unsuccessful in locating a civil aircraft large enough to accommodate the boy and the required oxygen equipment.

At 5:30 a.m., when this became known to them, the FSS contacted Maurice Ryan, Supervising Flight Inspector, who was on itinerary at North Platte. The crew immediately agreed to make the flight, but upon arrival at the airport found the FAA Convair T-29 covered with snow and ice. The Frontier Airlines agents volunteered the use of their de-icing equipment and personally assisted in clearing off the airplane. The flight departed at 8:00 a.m. with the patient, his parents and the physician. By prearrangement, an ambulance met the flight at Denver. At last report, the boy was still in a critical condition. The doctor stated that the boy would almost certainly have died in a few hours had not the emergency flight been made to Denver where special medical equipment was available.



Microfilm Reader-Printer Equipment Installed

Dr. Chas. W. McMillin, Regional Flight Surgeon views the operation of the Microfilm Reader-Printer as prints of airmen physical examination reports are processed by Mrs. Dorothy M. Dobbs.

With the recent addition of special microfilm Readers and Reader-Printing equipment, the Aviation Medical Division now actively participates in the new unitized microfilm records system made operational



by our Medical Service. The system in effect provides for submission by the Certification Division, Oklahoma City, of Diazo prints (transparencies) of an airman's past pathological medical record in lieu of the paper records formerly sent.

These prints, made from microfilm aperture cards, contain the original microfilm images retained in the central file at Oklahoma City. It is possible for new images to be added to an airman's original record as they are received by our Service thereby making older prints obsolete for current reference purposes.

Diazo prints as received in the Medical Division are read using the microfilm Reader for sustained viewing, or the prints may be projected on photopaper and printed to original size using the microfilm Reader-Printer. Reproduction of an image can be made on print paper within 25 seconds at a cost of about \$.08 for materials.



Mrs. Nancy Turner operates the microfilm Reader as Mrs. Jean Metcalf views the image of the Diazo print reflected on the screen.



Aviation Medical Examiners from the States of Minnesota, Iowa and Wisconsin attended the three-day Seminar held at the University of Iowa School of Medicine on November 13-15, 1962. This Seminar, the fifth of the current Fiscal Year held in the Central Region was conducted by Dr. Morton P. Eanet, Assistant Regional Flight Surgeon.

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mailed. This meant, for example, that several of them had to work until 8:30 p.m. New Years eve. On numerous Tuesdays, the girls have remained after regular working hours to get this first priority project completed.

The conversion to a mechanized payroll system does not mean that the era of push button payroll checks has arrived. As always the most important part in the system will continue to be played by people.

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progress in his recovery. He is still at home and would appreciate cards from his many friends and former associates. Max lives at 6606 Willow Court, Indianapolis, Indiana.

James E. Godsey, FAA Air Defense Liaison Officer at the 30th NORAD Region, Madison, Wisconsin, is receiving nursing care at home after his release from the hospital a few weeks ago. His condition is still very critical and not improving. Address: 5914 Tolman Terrace, Madison, Wisconsin.

Worcester Ends 33 Years Career

Myron H. Worcester, Operations Evaluation Staff, will retire on disability at the expiration of his accumulated sick leave in June, 1963. He terminated active duty in October when hospitalized for a heart attack he sustained while returning on an air carrier flight from an evaluation trip.

Myron was later discharged from the hospital, after having celebrated his fifty-ninth birthday in a hospital bed on November 5, and has continued a successful convalescence at his home in Kansas City. Since then, he has dropped in to visit with personnel in the Division Office a number of times and he looks as though the recent months of rest have agreed with him so well that he has decided to try this type of life as a new career.

After serving a four year hitch with the Navy, where he learned to be a Radio Operator, Myron joined the CAA in November, 1929, as a Radio Operator at Bryan, Ohio. His long career with CAA/FAA, extending over the following thirty-three years, saw him stationed at Cleveland, Chicago, Detroit, St. Louis, Iowa City, Jackson, Michigan; and Indianapolis in the Flight Service Stations at those locations.

He was stationed at Cleveland and Detroit twice; during his latter tour at DTW in 1941-42, he was Station Chief. From there he progressed to the Chicago Regional Office in June, 1942, where he was a Communications Inspector, until July, 1953, when he served approximately one year as a District Supervisor, with headquarters at Lansing, Michigan. He moved to the Kansas City Regional Office in 1954. During the past five years he has been a member of the Operations Evaluation Staff.

Myron is well-known to most of our FSS personnel throughout the Central Region, having visited most, if not all, of the Flight Service Stations during his travel itineraries conducted from the Regional Office in connection with his evaluation duties.

A farewell luncheon at the Carousel Cafeteria on January 7 was attended by virtually all members of the Air Traffic Division who were in town that day plus



Messrs. Beardslee, Newman, Thomas, and several representatives of other offices who gathered to wish Myron and Mrs. Worcester continued health and enjoyment during his retirement.

As a parting gift from the Air Traffic Division, Myron was presented with an electric shaver, a portable Royal typewriter, and money. Myron and his wife plan to reside in Detroit with their younger children. The picture shows Myron and Mrs. Worcester at the head table at the farewell luncheon with his gifts.

GW Kriske



Three Kansas City ARTC Center Specialists have been cited for Superior Performance. Awards were presented by Robert W. Wolfer (r) Operations Branch, RO; to (l to r) Ernest F. Hodges, Thomas F. Mannion, and (second from right) John M. Thomas. Arthur B. Baldwin, Jr. (center) Watch Supervisor, made the recommendations on which the awards were based.

New Facility Performance Reporting System Introduced

New techniques in reporting when and why air traffic control and navigation facilities are out of service have been developed to pinpoint system or component weaknesses requiring corrective maintenance or design improvement.

The new reporting system started January 1, 1963. Detailed "Facility Outage and

Failure Report" forms will be filled out by field maintenance technicians and forwarded to Washington when malfunctions, failures or scheduled outages occur at any facility. The reports will enable the Systems Maintenance Service of the Washington office to trace malfunctions to a particular component, part of circuit, manufacturers of parts and components subject to frequent failure--and to initiate corrective action.

FAA facilities covered by these reports include 215 Instrument Landing Systems (ILS), 99 Airport Surveillance Radar Systems (ASR), 64 Long Range Radars (ARSR), 28 Precision Approach Radars (PAR), 769 short range navigation systems (VOR), 292 distance and azimuth measuring equipments (TACAN) and 251 Airport Lighting Systems (ALS). Availability of these facilities in the months July through September, 1962, was approximately 97 percent; 2.5 percent unavailability was due to scheduled maintenance shutdowns. Only one-half of one percent was due to equipment failure.

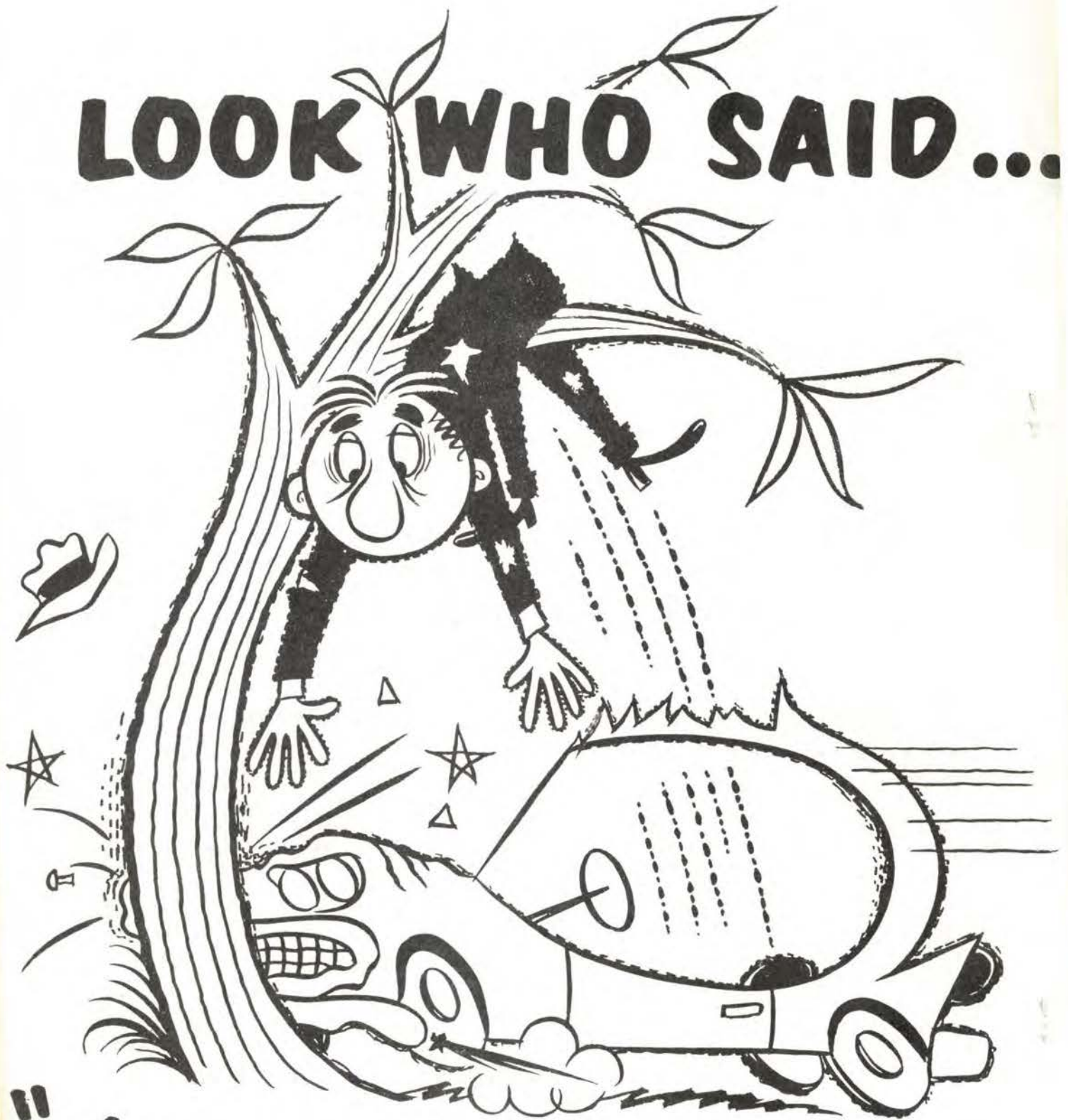
Information in each report will be transferred to duplicate punch cards. One set will be used by the Washington office for statistical and analytical purposes to determine system weaknesses; one set will be sent to the regional office involved for processing, study and analysis of operational difficulties.

When and if patterns of system or component weakness become apparent, cost-benefit studies will be made to determine modification feasibility--measuring the benefits to be obtained from increased reliability against probable cost.

Where changes in equipment design are indicated, Systems Maintenance Service will work with other FAA Services for development of design and procurement specifications.

Total effect of the new reporting program will enable the Agency to constantly improve the quality and reliability of its facilities.

LOOK WHO SAID...



**"I'll never need
a seat belt!"**